

Panama Canal Regulations

§ 104.1

(c) Ships maneuvering in Canal waters with pilot on board shall fly "H".

[31 FR 12289, Sept. 16, 1966]

§ 103.41 Ships to display schedule number.

Each ship shall display throughout her transit, the flag or flags designating the schedule number on which it is running.

§ 103.42 Maneuvering characteristics; data required.

(a) Each vessel of 1,600 gross tons or over shall have the following maneuvering information prominently displayed in the wheelhouse on a fact sheet:

(1) For full and half speed, a turning circle diagram to port and starboard that shows the time and the distance of advance and transfer required to alter the course 90 degrees with maximum rudder angle and constant power settings.

(2) The time and distance required to stop the vessel from full and half speed while maintaining approximately the initial heading with minimum application of rudder.

(3) For each vessel with a fixed propeller, a table of shaft revolutions per minute for a representative range of speeds.

(4) For each vessel with a controllable pitch propeller, a table of control settings for a representative range of speeds.

(5) For each vessel that is fitted with an auxiliary device to assist in maneuvering, such as a bow thruster, a table of vessel speeds at which the auxiliary device is effective in maneuvering the vessel.

(b) For tankships, the maneuvering information referred to in paragraph (a) of this section shall be provided for the normal load and normal ballast condition. For all other vessels, it shall be provided for the normal load and normal light condition with normal trim for a particular condition of loading. All the maneuvering information for all vessels which must be provided to be based on the following:

(1) Calm weather—wind 10 knots or less, calm sea;

(2) No current;

(3) Deep water conditions—water depth twice the vessel's draft or greater; and

(4) Clean hull.

(c) The information on the fact sheet shall be:

(1) Verified six months after the vessel is placed into service; or

(2) Modified six months after the vessel is placed into service and verified within three months thereafter.

(d) The information that appears on the fact sheet may be obtained from:

(1) Trial trip observations;

(2) Model tests;

(3) Analytical calculations;

(4) Simulations;

(5) Information established from another vessel of similar hull form, power, rudder and propeller; or

(6) Any combination of the above.

The accuracy of the information in the fact sheet required is that attainable by ordinary shipboard navigation equipment.

(Approved by the Office of Management and Budget under control number 3207-0001)

[41 FR 21776, May 28, 1976. Redesignated at 46 FR 63182, Dec. 30, 1981, and amended at 50 FR 26991, July 1, 1985]

PART 104—VESSEL TRANSIT RESERVATION SYSTEM

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AUTHORITY: 22 U.S.C. 3811.

SOURCE: 62 FR 48179, Sept. 15, 1997, unless otherwise noted.

§ 104.1 Applicability and scope.

Subject to the limitations imposed by Article III of the 1901 Treaty to Facilitate the Construction of a Ship Canal, entered into by the United

States and Great Britain, and by Articles II and VI of the 1977 Treaty concerning the Permanent Neutrality and Operation of the Panama Canal, between the United States and the Republic of Panama, and subject to compliance with the provisions of this part, the Panama Canal Vessel Transit Reservation System allows vessels, including certain commercial passenger vessels, desiring transit of the Panama Canal, to reserve transit slots in advance of arrival at the Canal and be moved through the Canal on pre-assigned dates.

§ 104.2 Definitions.

(a) *Booked for transit* means that a vessel, in advance of arriving at the Canal, has been assigned a specific date by Canal authorities on which it will be moved through the Canal and that the vessel has otherwise complied with the provisions of this part.

(b) *Commercial passenger vessel* means a vessel that principally transports passengers, as opposed to cargo, and runs on fixed published schedules.

(c) *Regular transit* means movement through the Canal of a vessel that has not been booked for transit.

(d) *Required arrival time* means the date and the hour of the day established by Canal authorities as the deadline by which a vessel booked for transit must arrive at a terminus of the Canal in order to transit on its reserved transit date.

(e) *Vessel agent* means a person or entity that has been authorized by a vessel owner or operator, in the manner prescribed by Canal authorities, to book vessels for transit in accordance with this part.

§ 104.3 Booking periods; allocation of reserved slots.

(a) Vessel agents only may request reserved transit slots for vessels during the following booking periods:

(1) First period—365 to 22 days prior to the requested transit date.

(2) Second period—21 to 4 days prior to the requested transit date.

(3) Third period—3 to 2 days prior to the requested transit date.

(b) A total of 21 reserved transit slots will be made available for all three booking periods, allocation of which

among the booking periods is to be determined by Canal authorities. Canal authorities, from time to time, may adjust the total number of available reserved transit slots, commensurate with continued safe and efficient operation of the Canal.

§ 104.4 Booked transits.

(a) The specific daily order of vessels and mix of vessel types transiting the Canal, whether booked or regular transits, shall be determined by Canal authorities. Except as provided in this part, a vessel booked for transit may not transit prior to its reserved transit date, unless Canal authorities determine that assigning the vessel an earlier transit slot would not impair safe and efficient operation of the Canal.

(b) Notwithstanding assignment of an earlier reserved transit slot by Canal authorities, all vessels booked for transit will be charged the prescribed booking fee.

(c) Substitution of reserved transit slots between or among vessels booked for transit will be permitted only on conditions specified by Canal authorities.

§ 104.5 Passenger vessel preference; priority transits.

(a) Subject to being booked for transit and to the extent Canal authorities determine preference does not impair safe and efficient operation of the Canal, commercial passenger vessels running on fixed published schedules will be given preference over other vessels in transiting.

(b) Notwithstanding any contrary provision, from time to time, any vessel, whether or not subject to the vessel transit reservation system (including, but not limited to certain warships), as determined by Canal authorities, may be moved through the Canal on a priority basis.

§ 104.6 Booking fees.

(a) The booking fee for reserving a transit slot for a vessel measured in accordance with § 135.13(a) of this chapter, shall be \$0.26 per PC/UMS Net Ton, or \$1500, whichever is greater.

(b) The booking fee for reserving a transit slot for a vessel subject to transitional relief measures and measured